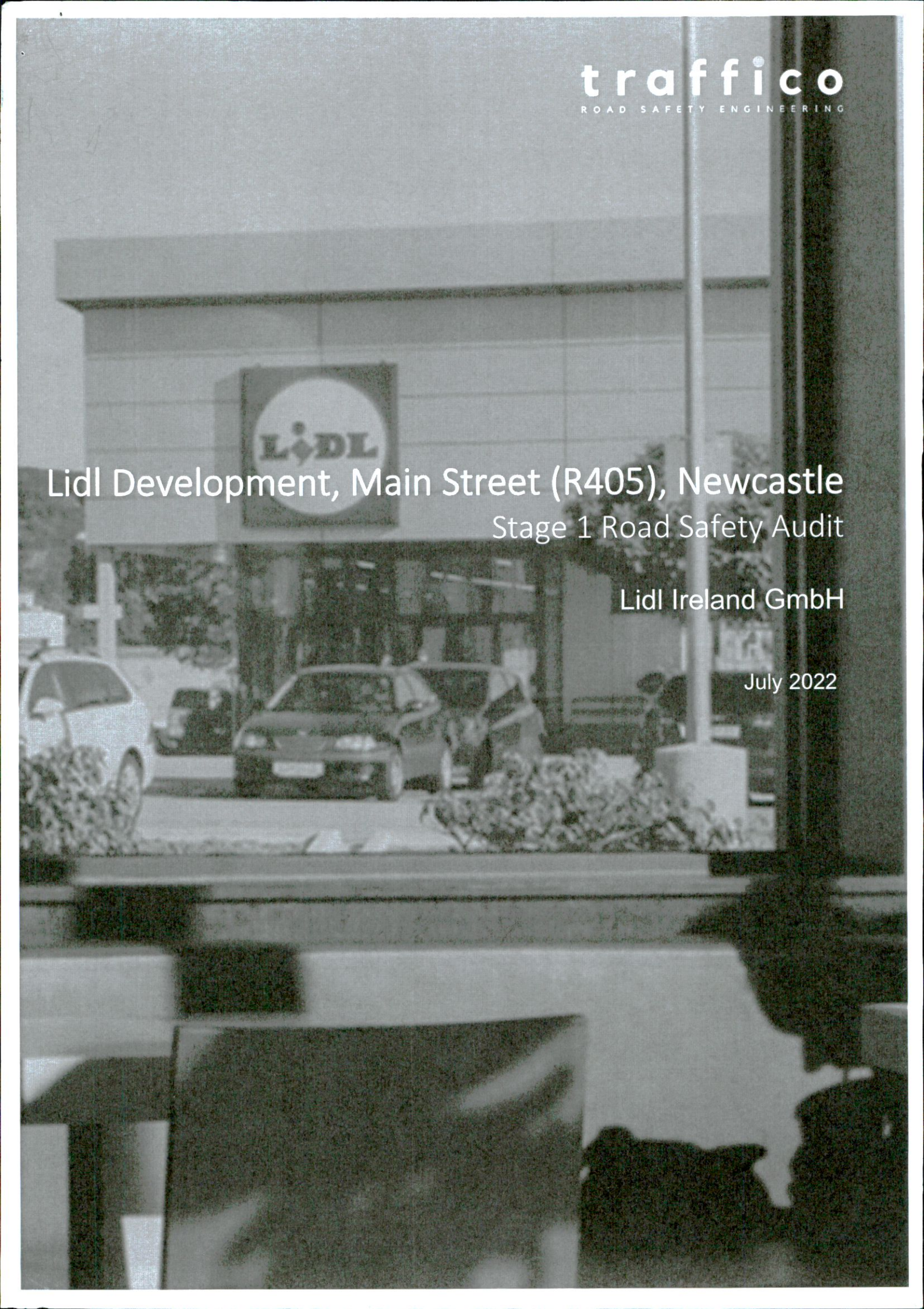


Lidl Development, Main Street (R405), Newcastle
Stage 1 Road Safety Audit

Lidl Ireland GmbH

July 2022



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Notice

This document and its contents have been prepared and are intended solely for Lidl Ireland GmbH's information and use in relation to the Lidl Development, Main Street (R405), Newcastle.

Traffico assumes no responsibility to any other party in respect of or arising out of or in connection with this document and / or its contents.

Document History

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1. Introduction

1.1 Report Context

This report describes the findings of a Stage 1 Road Safety Audit associated with the proposed Lidl Development, Main Street (R405), Newcastle.

The Audit has been completed by Traffico Ltd. on behalf of Lidl Ireland GmbH.

1.2 Details of Site Inspection

Date	Daylight / Darkness	Weather & Road Conditions
Thursday 31 st March 2022	Daylight	Sunny with damp roads.

Table 1.1 – Site Inspection Details

1.3 The Road Safety Audit Team

The members of the Road Safety Audit Team have been listed following:

Status	Name / Qualifications	TII Auditor Reference No:
Audit Team Leader (ATL)	Martin Deegan BEng(Hons) MSc CEng MIEI	MD101312
Audit Team Member (ATM)	Jason Walsh BEng (Hons) PCert (RSA) CEng MIEI	JW3362499
Audit Trainee (AT)	-	-

Table 1.2 – Audit Team Details

1.4 Design Drawings Examined as Part of the Audit Process

The following drawing(s) were examined as part of the Road Safety Audit (RSA) process:

Drawing No.	Drawing Title	Revision
L266 01-12	Scheme Design Option 12	B

Table 1.3 – Designers Drawing List

1.5 Road Safety Audit Compliance

Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 - Road Safety Audit.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and minimise the risk of collision occurrence.

2. Road Safety Issues Identified

2.1 Problem: Existing Street Furniture Blocking Footpath

Location: Public Footpath on R405 in Proximity to Site Access

The existing footpath was cluttered with street furniture in proximity to the site access. This could lead to progression issues on the footpath for mobility impaired road users and obstruction to junction visibility.

Figure 2.1 – Proliferation of Street Furniture on Footpath Near Access



Recommendation

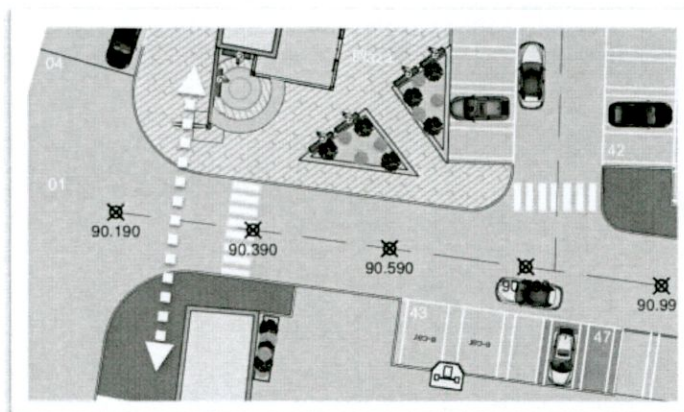
The street furniture in proximity to the store access should be rationalised to mitigate the risks described.

2.2 Problem: Set Back of Pedestrian Crossing

Location: Public Footpath on R405 in Proximity to Site Access

The pedestrian crossing will be set back a significant distance from the pedestrian desire line which crosses the access. This could lead to the pedestrian crossing being ignored, resulting in vulnerable road users coming into conflict with vehicular traffic.

Figure 2.2 – Pedestrian Desire Line Which Will Cross the Access



Recommendation

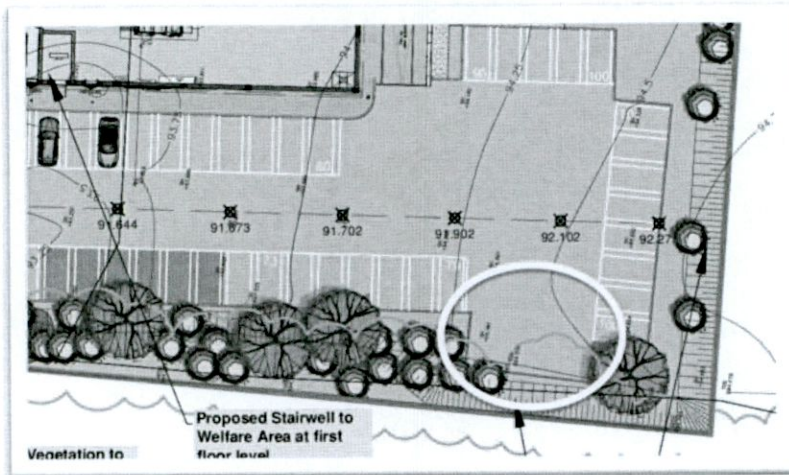
The pedestrian crossing should be aligned on, or closer to the pedestrian desire line on the public footpath which crosses the access.

2.3 Problem: Errant Parking in Service Vehicle Turning Area

Location: Southern Section of Carpark and Internal Circulation Road

An area of carpark has been set aside to assist turning and manoeuvring for service vehicles on approach to the dock loader. This area may attract errant parking which could lead to conflicts between service vehicles and store patrons.

Figure 2.3 – Area where Errant Parking will Obstruct Service Vehicle Manoeuvring



Recommendation

Measures to deter errant parking in the area described should be implemented by the Designer.

2.4 Problem: Kerb Alignment Mis-Directing Westbound Traffic

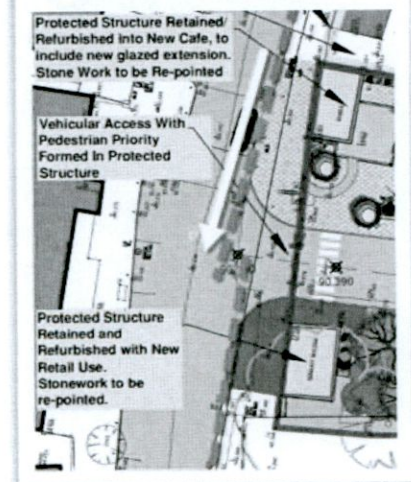
Location: R405 in Proximity to Site Access

The re-alignment of the R405's southern kerb line either side of the store access could direct westbound drivers out of their lane and into the opposing traffic lane. This could lead to head-on type collisions.

Recommendation

The kerb alignment should be adjusted locally to provide a smooth and intuitive road alignment and to direct drivers to stay within their lane as they pass the store access.

Figure 2.4 – Kerb Alignment Either Side of Site Access

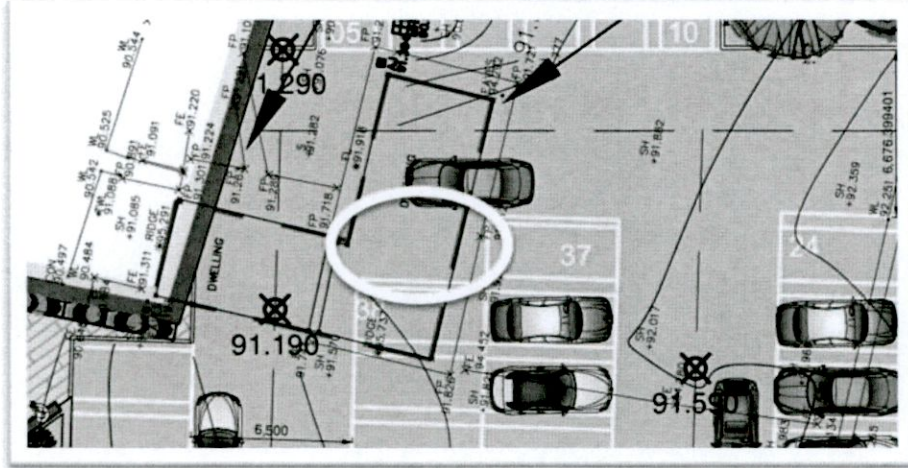


2.5 Problem: Errant Parking Leading to Obstruction in Car Park

Location: Section of Pavement at Corner Between Parking Spaces 37 & 38

Patrons are likely to park in this area, which could lead to driver frustration, delays and vehicle queues impacting upon the operation of the adjacent R405.

Figure 2.5 – Space Where Patrons Are Likely to Park



Recommendation

A traffic island should be placed at the location described to prevent inconsiderate parking.

3. Audit Team Statement

3.1 Certification & Purpose

We certify that we have examined the drawing(s) listed in Chapter 1 of this Report.

Sole Purpose of the Road Safety Audit

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the road safety aspects of the scheme.

3.2 Implementation of RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements.

We (the Audit Team) propose that these recommendations should be studied with a view to implementation.

Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

3.3 Road Safety Audit Team Sign-Off

Martin Deegan

Audit Team Leader
Road Safety Engineering Team

traffico

Signed:



Date:

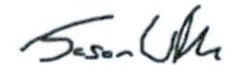
4th April 2022

Jason Walsh

Audit Team Member
Road Safety Engineering Team

traffico

Signed:



Date:

4th April 2022

4. Designers Response

4.1 How the Designer Should Respond to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A.

When completed, this form should be signed by the Designer and returned to the Audit Team for consideration. See flow-chart following for further description.



Figure 4.1 – Road Safety Audit Sign-Off and Completion Process

4.2 Returning the Completed Feedback Form

The Designer should return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email address:

- Email address: martin@traffico.ie

The Audit Team will consider the Designer's response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

Triggering the Need for an Exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.

Appendix A

A.1 Road Safety Audit Feedback Form

Road Safety Audit Feedback Form

Scheme: Lidl Development, Main Street (R405), Newcastle

Audit Stage: Stage 1 Road Safety Audit


Audit Date: 4th April 2022

Problem Reference (Section 2)	Designer Response Section			Audit Team Response Section
	Problem Accepted (yes / no)	Recommended Measure Accepted (yes / no)	Alternative Measures or Comments	Alternative Measures Accepted (yes / no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		

**The Designer should complete the Designer Response Section above, then fill out the designer details below and return the completed form to the Road Safety Audit Team for consideration and signing.*

Designer's Name: Suzanne Moloney,
Darmody Architecture

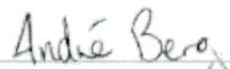
Designer's Signature:



Date: 07/07/2022

Employer's Name: André Berg

Employer's Signature:



Date: 07/07/2022

Audit Team's Name: Martin Deegan

Audit Team's Signature:



Date: 8th July 2022



traffico

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w: www.traffico.ie

